

AGENDA

MARINA DEL REY DESIGN CONTROL BOARD

Thursday, June 29, 2006, 6:30 p.m.

Burton W. Chace Park Community Building
13650 Mindanao Way ~ Marina del Rey, CA 90292

Stan Wisniewski
Director

Kerry Gottlieb
Chief Deputy

Design Control Board Members

Susan Cloke - Chair	- First District
Katherine Spitz, ASLA - Vice Chair	- Third District
David Abelar - Member	- Second District
Peter Phinney, AIA - Member	- Fourth District
Tony Wong, P.E. - Member	- Fifth District

1. **Call to Order, Action on Absences, Pledge of Allegiance and Order of Agenda**
The Chair advises all attendees that due to time considerations, the Board may be unable to hear all the items placed on the agenda for this meeting.
2. **Approval of Minutes**
 - December 14, 2005
 - February 16, 2006
 - March 16, 2006
 - April 27, 2006
 - May 18, 2006
3. **Design Control Board Reviews**
 - A. Parcel 53 – The Boat Yard – DCB #06-011
Approval of the record of the DCB's May 2006 action for approval of signage for Newport Boats, per the plans on file with the Department
 - B. Parcels 55, 56 & W – Fisherman's Village – DCB #02-029-B
Approval of the record of the DCB's May 2006 action for approval of redevelopment, per the plans on file with the Department
 - C. Parcels 111/112 – Marina Harbor – DCB #06-010-B
Approval of the record of the DCB's May 2006 action for approval of renovations, per the plans on file with the Department
4. **Consent Calendar**
 - A. Parcel 97 – Wells Fargo Bank – DCB #06-014
Consideration of signage
5. **Old Business**
 - A. Parcel 9U – Woodfin Suite Hotel – DCB #04-015-B
Formal presentation and further consideration of development project

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5. Old Business (cont'd)

- B. Parcels 10/FF – Neptune Marina Apartments and Anchorage (Legacy) – DCB #04-014-B
Formal presentation and further consideration of redevelopment project and new development on Parcel FF
- C. Parcels 95 & LLS – Marina Gateway - DCB #02-026-B
Further consideration of redevelopment project

6. New Business

- A. Parcel 50 – Waterside Marina – DCB #06-012
Consideration of additional identification signage for all tenants
- B. Parcel 50 – Waterside Marina – DCB #06-013
Approval of existing merchandise kiosks
- C. Parcel 64 – Villa Venetia – DCB #06-015
Consideration of redevelopment project

WITHDRAWN

7. Staff Reports

- A. Temporary Permits Issued by Department
- B. Ongoing Activities Report
 - Board Actions on Items Relating to Marina del Rey
 - Marina del Rey Urban Design Guidelines Update
 - Redevelopment Project Status Report
 - Marina del Rey and Beach Special Events

8. Comments From The Public

Public comment within the purview of this Board (three minute time limit per speaker)

9. Adjournment

ADA ACCOMMODATIONS: If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disability Act) Coordinator at (310) 305-9590 (Voice) or (310) 821-1737 (TDD), with at least three business days' notice.

Project Materials: All materials provided to the Design Control Board Members are available (beginning the Saturday prior to the meeting) for public review at the following Marina del Rey locations: Marina del Rey Library, 4533 Admiralty Way, 310-821-3415; Department of Beaches and Harbors Administration Building, 13837 Fiji Way, 310-305-9503; M&R Visitors & Information Center, 4701 Admiralty Way, 310-305-9546; and Burton Chace Park Community Room, 13650 Mindanao Way, 310-305-9595.

Please Note: The Los Angeles County Board of Supervisors adopted Chapter 2.160 of the Los Angeles County Code (Ord. 93-0031 §2(part), 1993) relating to lobbyists. Any person who seeks support or endorsement from the Design Control Board on any official action must certify that they are familiar with the requirements of this ordinance. A copy of this ordinance can be provided prior to the meeting and certification is to be made before or at the meeting.

Departmental Information: <http://beaches.co.la.ca.us> or <http://labeaches.info>



"To enrich lives through effective and caring service"



June 22, 2006

Stan Wisniewski
Director

TO: Design Control Board
FROM: *Kerry Silverstrom for*
Stan Wisniewski, Director

Kerry Silverstrom
Chief Deputy

SUBJECT: AGENDA ITEM 4A – PARCEL 97 – WELLS FARGO BANK AT MARINA BEACH SHOPPING CENTER – DCB #06-014

Item 4A on your agenda is a submittal by Pacific Ocean Management and Wells Fargo Bank (Applicant) for three permanent building identification wall signs for *Wells Fargo Bank*, a new sublessee at Parcel 97, Marina Beach Shopping Center-Building B (514 W. Washington Blvd.). The developer of the property (Gold Coast West, LLC) is currently in the final phase of redevelopment of the Marina Beach Shopping Center. *Wells Fargo Bank* is an existing tenant on Parcel 95, located west of Via Marina, and is being relocated to Parcel 97.

Project Description

Applicant proposes to install one channel-type wall sign on the east, west and north elevations of the shopping center, for a total of three signs. Proposed wall signs #1 and #3 will face Building C and Washington Blvd, respectively, and will read *Wells Fargo* in the corporate font, 7.76 inches above a 1.4-inch wide solid rule line. The signs will each measure 14'-11" wide by 1'-3" high, for a total of slightly less than 19 square feet in area. The halo-lit reverse channel letters will be colored yellow (PMS-123C) with black returns, and the rule line will be colored red (PMS-200C) with black returns. Sign #1 will be centered over the east building entrance (facing Building C) on the tenant's fascia/sign band frontage, with the rule line at an elevation of approximately 11'-6" feet above grade. Sign #3 will be centered on the tenant's north fascia/sign band frontage (facing Washington Blvd.), with the rule line at an elevation of approximately 11'-6" feet above grade.

Proposed wall sign #2 will face the corner of Washington Blvd. and Via Marina, with copy to read *Wells Fargo* in a corporate font, 6.2 inches above a 1.12-inch wide solid rule line. The sign will measure 11'-10 $\frac{1}{2}$ " wide by 1'-0" high, for a total area of slightly less than 12 square feet. The halo-lit reverse channel letters will be colored yellow (PMS-123C) with black returns, and the rule line will be colored red (PMS-200C) with black returns. The sign will be centered over the westerly building entrance on the tenant's fascia/sign band frontage, with the rule line at an elevation of approximately 11'-6" feet above grade.

Project Background

Wells Fargo Bank represents the last existing tenant to apply for signage approval on Parcel 97. Other tenants with previously approved signage include *The UPS Store* (DCB #05-029), *Frankie & Johnnie's New York Pizza*, *Wolf's Liquor*, *Joni's Coffee Roasting Café*, *Noah's Bagels*, *Cleaning Baron*, *Pet Spa*, *Talk of the Town Hair & Nails*, and *First Coastal Bank* (DCB #05-031).

Additionally, your Board approved the lessee's overall signage program in February 2004 (DCB #02-009B). Tenants that have completed installation of their approved signage include *Wolf's Liquor*, *Joni's Coffee Roasting Café*, *Noah's Bagels*, *Pet Spa* and *First Coastal Bank*. The only tenant that has not yet installed its approved new signage is *Cleaning Baron*.

Project Entitlements

Section 22.52.880 of the Los Angeles County Code permits the application of wall business signage within commercial zones in Marina del Rey (C-3). A maximum of three square feet of wall sign area for each linear foot of frontage is allowable. In this case, where a ground-floor business establishment has entrances intended for and regularly used by the public on the side of the building not considered to be building frontage, the business is permitted one wall sign on each such side, provided the total combined sign area on the additional sides does not exceed one-half of the sign area permitted on the building frontage. Preliminary calculations of permissible sign area indicate allowable area to be 336 sq. ft. The total sign area proposed for all three signs does not exceed 50 sq. ft., which is well under the maximum permissible sign area.

STAFF REVIEW

Applicant proposes one sign over each of the two shopping center entrances, plus one facing Washington Blvd. The lighting of the sign should be consistent with the hours of the latest-open tenant in the center. On its preliminary review, the Department of Regional Planning has indicated the signage area and appearance are acceptable.

Staff believes the proposed sizes, colors, and locations of the signage are compatible with the scale and appearance of the buildings. The signage is consistent with the overall tenant sign program approved by your Board in February 2004. The *Revised Permanent Sign Controls and Regulations* and the *Minimum Standards of Architectural Treatment and Construction* grant your Board the authority to make the determination as to whether or not the proposed signage is in conformance with these standards. Following your Board's approval, the signage will require further review and approval by the Department of Regional Planning.

The Department recommends APPROVAL WITH CONDITIONS for DCB #06-014:

- 1. The lighting of the sign shall be consistent with the hours of the latest-open tenant at the shopping center; and**
- 2. The Applicant shall obtain further approval from the Department of Regional Planning.**

SW:JJC:cs



"To enrich lives through effective and caring service"



Stan Wisniewski
Director

Kerry Silverstrom
Chief Deputy

June 22, 2006

TO: Design Control Board
FROM: *Kerry Silverstrom for*
Stan Wisniewski, Director

SUBJECT: AGENDA ITEM 5A – PARCEL 9U – WOODFIN SUITES HOTEL & VACATION OWNERSHIP – DCB #04-015-B

Item 5A is submitted by Woodfin Suites Hotels, LLC (Applicant), who previously presented this project to the Design Control Board (Board) in August, September and October 2004 (Parcel 9, DCB #04-015), simultaneously in August and October with the adjacent project, Neptune Marina Apartments and Anchorage (Parcels 10/FF – DCB #04-014)(see Appendix A). Your Board granted a conceptual approval with conditions for Applicant's original Parcel 9U project (attached); however, material changes have been made to the project since that time to improve various aspects of public access and environmental protection.

Brief Description of the Proposed Project

The project has been modified from the October 2004 proposal to include the following:

- Construction of relocated and redesigned 19-story hotel containing 152 hotel rooms or suites (52.8%) and 136 vacation ownership suites (47.2%) centered within the parcel;
- Construction of a connecting low-rise building for hotel ancillary uses such as lobby/reception, hotel restaurant/bar, kitchen, sundry shop, meeting rooms, restrooms and administrative spaces;
- Construction of a 332-space five-story parking structure along the northern parcel boundary adjacent to Parcel 10;
- Development of a concourse area connecting to an outdoor terrace above the waterfront pedestrian promenade;
- Development of an enhanced (muted) wetland park along the southern portion of the parcel;
- Development of new public transient dock space (560 linear feet) and public access improvements serving boaters in Basin B; and
- Enhancement of a 28-foot wide public promenade with public access improvements.

Development Rights and Regulations

The certified Marina del Rey Local Coastal Program (LCP) establishes the Tahiti Development Zone, as well as a Waterfront Overlay Zone for Parcel 9U. Subject to discretionary approval, the LCP provides for the development on Parcel 9U of a 288-room hotel, ancillary hotel uses, a parking structure and water-oriented recreational activities. The LCP establishes a building height limit for Parcel 9U from a base of 140 feet, with provision of a 20% view corridor, to a maximum of 225 feet with provision of an expanded 40% view corridor from the public street (Via Marina) to the bulkhead. Although the Small Craft Harbor Commission, on February 13, 2002, adopted a policy whereby the maximum height for any new structure in Marina del Rey should not exceed 162 feet above grade, the subject Parcel 9 and adjoining Parcels 10 and FF were specifically exempted from that policy (see Appendix B). Per County Code and precedent

in the Marina, building height calculation is exclusive of necessary appurtenant rooftop improvements (i.e., attractively screened mechanical equipment, elevator machine room and helipad). Because the hotel's proposed height is 225 feet, a view corridor comprising 40% of Parcel 9U's 386-foot bulkhead frontage on Via Marina must be provided, or 154 feet (40% of 386 = 154). As discussed with Coastal Commission staff, the County proposes the majority of the required 154-foot-wide view corridor be co-terminus with the park, from Via Marina to the water (Basin B). In addition, ten-foot-wide building setbacks are required and provided at streets and along adjacent properties.

Timeshares, "fractionals", and condo-hotels represent an area of interest for the County and Coastal Commission (Commission) alike in terms of conformity with the LCP. The County has traditionally allowed time-share rooms to be considered hotel rooms, so long as they are indistinguishable in their operation from standard hotel rooms. The LCP broadly defines "hotel" as an overnight accommodation with attendant services.¹ In the past, the Commission has approved similar projects when fewer than 50% of the rooms were timeshare/fractional/condo-hotel and amenities (quality restaurant, cocktail lounge, conference space, park or recreation) were provided. In these cases, the hotel check-in process and rooms for timeshares are identical to the standard hotel experience. Accordingly, Applicant has structured its project so that 47.2% of the rooms are proposed as timeshare and the hotel will provide quality dining and a cocktail lounge. Nevertheless, the Commission has become more concerned about timeshares as a review of Commission discussions reveals that numerous such proposals have recently been submitted statewide. To address this issue and to form a consistent policy for these projects, the Commission has scheduled a workshop in August 2006.

Project Background and History

Parcel 9U is the last undeveloped parcel in Marina del Rey. The County initially leased the property to a private developer in 1961 to build a hotel. By the late 1980's, those construction efforts were unsuccessful, but not before the developer tried to vest his grading and foundation permits for the proposed hotel by constructing partial building footings. Pilings and excavation from that failed hotel project left the terrain of the parcel uneven. In July 1996, the County issued a Request for Proposals (RFP) for a hotel; no responses were received. The County issued a second RFP in November 1998, which ultimately resulted in Applicant being selected as the proposed developer.

Since the failed foundation work was abandoned, the property has been undisturbed except for the Department's routine mowing as part of fire and vector control and by trespassers who have routinely vandalized the surrounding fence (i.e., dog walkers, trash dumping). When the potential of a wetland was recognized, the County coordinated its maintenance efforts with the U.S. Army Corps of Engineers, Coastal Commission, California Department of Fish & Game and U.S. Fish & Wildlife Service.

As earlier stated, Applicant previously presented its hotel/park project to your Board in August, September and October 2004 (Parcel 9, DCB #04-015), simultaneously in August and October with an adjacent project – Neptune Marina Apartments and Anchorage (Parcels 10/FF – DCB #04-014). Your Board granted a conceptual approval for the Parcel 9U project (attached) that sought to reduce or eliminate potential wetland impacts thought to exist on this parcel.

As an analysis of the site and its development potential was seriously undertaken, it became evident that there were possible wetlands on the site that may have developed in low-lying areas of the parcel. In this

¹ LACC § 22.46.1340, *Supra*

regard, it is significant to note that the LCP certified in 1996 did not delineate any wetland areas on Parcel 9U, nor elsewhere in any area of the Marina. However, due to the seasonal pooling of freshwater in the lower-lying areas of the parcel, certain plant indicators appeared to be present, thus prompting further investigation. As discussed at the September and October 2004 Board meetings a preliminary biological constraints analysis for the parcel was conducted and confirmed a wetland approximately 0.47 acres in size on the southern portion of the parcel. Wetland investigations continued in June 2005, January 2006 and February 2006, which presented a complete basis for relocating the hotel away from the low-lying area and enhancing the wetland area consistent with a conceptual restoration plan. (Relevant studies relating to wetland determination and site restoration efforts are enclosed for reference in Appendix C.) Markers were placed in the field to establish a setback for the wetland to ensure that inadvertent intrusion was avoided. It is apparent that some witnesses at your May 18, 2006 Board meeting interpret these markers as the wetland limits – this is not the case. The Department's wetland consultant reported at your May Board meeting the status of the site's wetland conditions.

Land Use Context

Existing surrounding land uses consist of Via Marina and residential development in the City of Los Angeles to the west; the existing Neptune Marina Apartments (Parcel 10), contemplated for redevelopment as discussed in Item 5B on your Board's agenda, on the north; open water (Basin B) and Bay Club Apartments and Marina (Parcel 8 and Dock B-3100) to the west; and Tahiti Way and Marina Harbor Apartments and Anchorage (Parcels 111/112) to the south.

Environmental Review Process

Applicant has not yet filed an application with the Department of Regional Planning (DRP) to initiate the environmental review process under the California Environmental Quality Act (CEQA) for the modified project scope. Following your Board's action with respect to this application, Applicant will file the project at DRP, where a full project review, including an environmental analysis under CEQA, will be completed prior to consideration by the Regional Planning Commission. Significant issues will be fully addressed in the environmental impact report (EIR) to be prepared as a part of its application. As part of that process, the EIR will be circulated to all relevant agencies and will involve interested parties to consider public comment. Major issues to be considered in further analysis to be undertaken will include, but not be limited to the following:

- Shade/Shadow Effects
- Wind Effects
- Wetlands/Habitat Enhancement
- Parks and Recreation
- Traffic and Circulation
- Public Access
- Viewshed/View Corridors
- Water Quality
- Light and Glare

The extensive work on wetland delineation, biological resources and wetland restoration was properly undertaken in advance of the EIR process to ensure that the environmental considerations drove siting and design work on Parcel 9U. These reports are to be incorporated into the EIR by DRP. In addition, Applicant has provided results of initial shade/shadow and wind analyses to the Department and DRP for preliminary consideration by your Board and in preparation for beginning the EIR analysis.

- Shade/Shadow Analysis -- The shade/shadow analysis considered property shading over the area with seasonal variations consistent with lower sun angles in winter months, the worst case being the winter solstice, December 21 (see Appendix D), and the summer months experiencing a lesser impact because of steeper sun angles. Accordingly, projections of shading characteristics in winter indicate that the hotel tower and ancillary building will cast shadows for most of the day along the northern portion of the site (affecting the project's ancillary building and parking structure), the southern portion of Parcel 10 (Building 3, 55 feet high, as well as the southerly view corridor and fire access lane), and across the northwesterly slip area of Basin B. Tower shadows will penetrate more northerly into the Parcel 10 development, shading more than 2/3 of Building 3 until 10:00 a.m. The proposed tower will also cast early morning shadows across residences west of Via Marina in the City of Los Angeles in both winter and summer months, which will last until approximately 9:00 a.m. Shading impacts from the tower will avoid impacts to the Parcel 10 pool and spa area. After enjoying direct morning sun, substantial portions of the waterfront promenade at the end of Basin B will be shaded after 10:00 a.m. in both winter and summer.
- Wind Impact Analysis -- Wind tunnel tests were conducted on a scale model of a section of Marina del Rey to determine the impact on the wind conditions resulting from the proposed Woodfin Suites Hotel and future developments (see Appendix E). This report provides a summary of the results of these wind tunnel tests on Basins A, B, C, and on land-based locations. A 1:500 scale model of the study area and the proposed developments was assembled as shown in Figures 1a, 1b and 1c. Tests were conducted to simulate and measure wind conditions:
 - Existing Configuration: as they existed for the base study year (circa 1998) (Figure 1a);
 - Proposed Configuration: after the proposed Woodfin Suites Hotel is constructed (Figure 1b); and
 - Future Configuration: with the proposed developments and the expected future developments (Figure 1c).

From the results of this wind study, it has been concluded that the proposed Woodfin Suites Hotel will not adversely affect the existing wind conditions over a majority of the areas in Basins A, B and C. There will be areas of altered wind speed and direction in Basin B adjacent to the proposed development, most notably when winds are from the southwest. With the future buildings, there will also be localized areas where changes in wind direction and magnitude occur such as the west end of Basin C. These areas are generally close to the proposed and future developments. Due to the localized nature of these changes, the general air circulation patterns and the use of surface winds by birds within Basins A, B and C of Marina del Rey will not be affected.

STAFF REVIEW

In addition to developing a 388-room hotel and ancillary facilities, Applicant proposes to preserve public open space by dedicating sufficient area for the proposed wetland park and paying for one-half the cost to enhance the degraded wetland area and to provide new direct public water access via an enhanced promenade along the 386 linear feet of water frontage and facilities for more than 560 linear feet of tie-up space for varying sizes of transient vessels, 50-feet long to dinghies, located immediately adjacent to the parcel in Basin B. These new transient slips will not only add a maritime dimension to the park, but will also increase use and access by the boating public to the project site and other land uses on the west side of the Marina.

Specific concerns raised by the Board in earlier presentations by Applicant are addressed below:

Wetland Preservation/Enhancement

In addition to the discussion above, since October 2004, Applicant has independently had the Parcel 9U site evaluated and has redesigned this project to avoid the wetland area. Specifically, in June 2005, the environmental consulting firm of Glenn Lukos Associates ("GLA") completed a delineation and determined that a small area (0.47 acres) on the southerly portion of the site (located within the former excavation of the planned hotel facilities) currently contains elements that qualify as wetlands under the Coastal Act. Thus, although not a naturally occurring wetland, a small area on the southerly portion of Parcel 9U was determined by GLA to constitute wetlands (see Appendix C). In light of GLA's findings, the Department requested Applicant to study an alternate hotel scheme that relocated the public park from its previous location north of the hotel site to the south of the hotel site, thus preserving the wetland area in its present location. This new scheme submitted for the Board's conceptual approval preserves the southerly portion of the site for a "wetland park". The design concept for the wetland park is in its formative stages, as discussions between the Department and the regulatory agencies regarding wetland delineation and restoration are ongoing. While a final determination from the Coastal Commission is premature, Commission staff input has been encouraging in terms of design, restoration and setback issues.

At the May 18, 2006 DCB meeting, there were comments concerning a certain plant, Seaside heliotrope (*Heliotropum curassivicum*). Attached as Appendix F is a memo from the biologist explaining this plant's location and significance; no changes to the plan are necessary, as none of the areas containing the plant constitute wetlands.

- Private Functions on County Property

In the previous development scheme, the Board also expressed concern about public use of the former park area on a reservation basis to be managed by the Department on a permit basis. This operational scenario has been eliminated from consideration in this new development scheme and is replaced by more passive interpretive aspects relating to the preservation objectives of the proposed wetland park.

- Development Review

The hotel tower is in the same orientation and is sited 58 feet northerly of the previous scheme. The new scheme also relocates the parking structure from Tahiti Way frontage to Via Marina frontage, which is set back ten feet from the northern property line common to Parcel 10. Both the guest vehicular entrance and the service area driveway entrance and exit are accessed from Via Marina. The view corridor is also relocated to the corner of Via Marina and Tahiti Way, which maximizes the view across the preserved portion of the parcel to Basin B.

A double-loaded corridor will serve all suites in the 225-foot high tower, and each suite will have exterior balconies. The tower will be parallel to the park and provide views to the Marina and the ocean. The hotel will be entered from Via Marina via a circular motor court. Valet-only parking for the 332 required parking spaces will be provided in a five-level above-grade parking structure, with a one-level below-grade parking area. Both parking areas will be entered from the motor court. This terrace will open to Basin B and will also provide outdoor seating for the restaurant and bar. The layered height separation improves the hotel guests' view, defines public and private spaces and provides security for the hotel. A

separate terrace for the bar will be located on the south side of the hotel overlooking the adjacent wetland park. The lobby area will overlook the wetland park to the south. Access from the main hotel lobby to the waterfront promenade will be through a walkway (& fire lane) adjacent to the east side of the hotel.

Back-of-house services for the hotel will be along the north side of the building. Access for deliveries will be via a receiving area adjacent to the back-of-house area. The covered service area will be accessed via its own in-and-out driveway from Via Marina. This layout will eliminate any vehicular backing maneuvers onto public streets.

The second floor of the low-rise building will contain a 5,200 square foot ballroom, three meeting rooms, a pre-function area, and back-of-house service and mechanical spaces. The third floor of the low-rise building will contain mechanical space and the hotel spa, which opens out to the pool deck. The five-level parking structure is adjacent to the second and third floors of the hotel tower.

As a high-rise building, the project must have an increased level of fire safety. The entire project is protected with automatic fire sprinklers, smoke detectors, fire alarm and communications systems, a central fire department control station, emergency power and lighting systems, an on-site fire water storage tank and a dual energy source electric fire pump. A code-required heliport will be located on the roof of the hotel tower, along with mechanical equipment as needed to support the engineering systems of the building.

While there will be noted shading impacts upon adjacent properties and public spaces to the north, west and east of the proposed development, these impacts are considered acceptable given the location of the hotel will allow for the restoration of a wetland area into a passive public wetland park. However, staff acknowledges that shading from the hotel tower will periodically impact residential uses, the public promenade and new boat slips proposed within the adjacent Parcel 10 project.

- o Architectural Style

Applicant's exhibits convey a relatively advanced level of detail to allow a more complete visualization of the proposed project. Applicant will return at a later date for Board approval of final landscaping, lighting, exterior treatments, seating, signage, fencing, materials, paving treatments, and other specific components desired by your Board.

The orientation of the building's mass and its relationship to the parking structure and entry motor court were designed to preserve the maximum amount of area for the adjacent wetland park, maximize the view corridor, simplify the circulation in the hotel, maximize the views from the hotel suites and public spaces to the water, and integrate the pedestrian access through the promenade, the wetland park and the hotel entries.

The long side of the hotel tower is sited north of and parallel to the wetland park and perpendicular to Via Marina. This allows almost every guestroom balcony to have views to both the Marina and the ocean, while minimizing the impact along the public street and promenade. Applicant has indicated that this orientation reduces shade/shadow impacts on adjacent buildings, and a shade analysis exhibit is provided in the submittal materials. A view corridor is provided from the intersection of Via Marina and Tahiti Way, across the wetland park to the water. The hotel tower, the parking structure

and Tahiti Way define the motor court edges. This site plan also allows for 100% of the water's edge along the property to be used for outdoor space with unobstructed views of the Marina.

The motor court is sized to provide pedestrian scale to arriving visitors and still provide sufficient stacking space for cars of guests who use the valet parking service. To direct those visitors that arrive by bicycle or pedestrian access, the sidewalk continues directly into the motor court. A central sculptural fountain both adds visual interest and provides a calming background sound to dampen traffic noise. Paving in the motor court will be of textured concrete pavers in the drive aisles and colored concrete in the walking areas. A covered entry canopy will shelter guests during their arrival and departure experience.

The five-level parking structure is accessed from a single entry point adjacent to the motor court. The parking spaces and aisle layout are per County requirements and designed using a double stacked, single aisle, ramped scheme, for valet parking. All guests will be required to use the hotel's valet staff for parking.

The hotel lobby has views into the Marina or to the park, which helps with guest orientation. The easterly edge of the hotel has an outdoor terrace that provides waterfront activity space for the lobby lounge, restaurant and bar. The floor above covers the restaurant terrace. Accent lighting and vines growing on the pool deck terrace trellis will add to the texture of the environment. An additional outside bar terrace will be provided on the south side of the hotel overlooking the wetland park. Comfortable seating and soft music will make this a most desirable spot to relax and watch the sailboats return to the Marina.

As shown on the conceptual exterior perspectives, the hotel tower and parking structure building will share common exterior materials, roof treatments, balcony railings, and glazing. The parking structure will use solid guardrails to screen cars from view below. Cut-off light fixtures and light sensors will reduce light spillage from the building. Planter boxes with flowering plants will help soften the exterior walls. The low-rise structure's roof top recreation deck will provide a sunny environment to enjoy the hotel pool or views to the Pacific Ocean or the Marina. Planting materials will surround the pool deck and enrich the resort environment.

The project will also include construction of more than 560 linear feet of public dock space. The public transient docks will be available on an hourly/day-use basis and will be able to accommodate a large number of dinghies and small boats at one time while also having space for a few larger boats up to 50 feet in length.

- Promenade

The LCP requires a 28-foot-wide landscaped and paved pedestrian promenade between the bulkhead and the hotel building. This promenade will serve as public access along the waterfront, as well as provide the required fire lane to enhance public safety along the waterfront. The promenade will be designed in conformance with the *Draft Guidelines of 'The Marina Walk' – Marina Del Rey's Waterfront Promenade*. Public access to the promenade will be through a walkway (& fire lane) adjacent to the east side of the hotel tower. The promenade will extend in front of the hotel and the wetland park and will join with and tie together the adjoining Woodfin Suites Hotel with the neighboring apartment projects. The main walkway adjacent to the wetland park will allow visitors and guests to have easy access between the hotel lobby, the promenade and the wetland park.

The promenade will replace the existing asphalt paving and chain link fence with new colored and textured concrete or stone walking surfaces, using nautically themed accents, along with a new metal safety fence. The fencing will have typical four-inch pickets and will integrate decorative accents at regular intervals and at gangway entry. The promenade will also include new landscaping, including evenly-spaced palms (*Washingtonia filifera*) with up-lights, pedestrian scaled lighting fixtures, with integral cut-off shields to reduce glare into hotel rooms and apartments, benches, and trash containers. Bicycle amenities will encourage non-motorized recreational access by hotel guests and local residents.

- Streetscape

The existing streetscape along Via Marina and Tahiti Way adjacent to Parcel 9U is undeveloped and consists only of a concrete sidewalk and a chain link fence at the property line. The development will provide new concrete sidewalks using similar materials to the promenade and area walkways to provide a unifying theme. The sidewalk will access the hotel motor court and provide full accessibility to all areas of the development. In addition to required street lighting, new pedestrian scale lights for safety and accent will be provided. The base of the buildings along the streets will also have accent lighting. All lights will be on digital timers and photocell control and will be selected for aesthetic light quality, integration with adjacent building design and energy efficiency. Plans and details for all light fixtures and controls will be presented when Applicant returns to your Board for final approval of various program elements.

Low-scale planting along the park will maintain the view corridor for passing motorists. Shade trees will be used along the Via Marina sidewalk and will be spaced for future growth and to provide a sheltering canopy high enough to maintain views to the water. Taller palm trees will be used along Tahiti Way to reinforce the existing street theme. Annual color and flowering shrubs will be used as accents at entryways into the park and at the hotel motor court entry. All planting materials for the streetscape, park, promenade and hotel will make use of native plants and those with low water consumption where appropriate. Drip irrigation, soil moisture sensors, and digital control systems will be used to maximize watering efficiency. Again, plans and details for all planting and irrigation will be presented during the final submission presentation to the Board, after project land use entitlements have been secured.

- Signage

Signage for the park, promenade and hotel will follow a common nautical theme for the Marina. Applicant proposes both identity signage and monument signage to aid with wayfinding, consistent with the Sign Guidelines. Applicant will return at a later time with details of proposed signage.

Conclusion

Applicant has provided an acceptable response to the Board's previously-stated concerns with its revised architectural concept, placement and design, placement and features of the park, and features of the promenade and streetscape improvements. Applicant has been advised that after completion of the entitlement process, it will need to return to the DCB with design details, including, but not limited to, architectural design, materials and color, hardscape, promenade improvements, landscaping, signage and lighting. As with all dock renovations and replacements, the Department's Harbor Engineer must

review and approve the proposed dock design and configuration for conformance with the *Marina Specifications and Minimum Standards of Architectural Treatment and Construction*.

As earlier stated, following your Board's approval, Applicant plans to file with DRP, where a full project review will be completed, including environmental analysis, prior to consideration by the Regional Planning Commission. This project will also need approval from the Board of Supervisors and the Coastal Commission. The LCP requires a comprehensive analysis of the varying LCP objectives and policies with respect to the development plan envisioned for the parcel, which will be undertaken by DRP and the Coastal Commission during the Coastal Development Permit review and approval process for the project.

Applicant is anxious to reinvigorate this project and to complete the entitlement and regulatory process. The Department believes Applicant has been responsive to the requirements of the LCP, the *Promenade Guidelines* and the DCB's desire to create a pedestrian-friendly environment. The Department believes that development of this proposal will provide added benefits to Marina del Rey. The proposal is in conformance with the *Marina Specifications and Minimum Standards of Architectural Treatment and Construction*.

The Department recommends APPROVAL of DCB #04-015-B, as submitted.

SW:KS:JJC:ks

Enclosures (6)

Attachments for June 2006 DCB Item 5A are too large for web posting. Please contact the Department of Beaches and Harbors, Planning Division (310-305-9505), to arrange to view them.



"To enrich lives through effective and caring service"



Stan Wisniewski
Director

Kerry Silverstrom
Chief Deputy

June 22, 2006

TO: Design Control Board
FROM: *Kerry Silverstrom for*
Stan Wisniewski, Director

SUBJECT: AGENDA ITEM 5B – PARCEL 10/FF – NEPTUNE MARINA APARTMENTS AND ANCHORAGE (LEGACY) – DCB #04-014-B

Item 5B is submitted by Legacy Partners, Inc. (Applicant), which is returning to the Design Control Board (Board or DCB) for conceptual approval of the proposed demolition and reconstruction of the Neptune Marina Apartments and Anchorage. The proposed project is located on Parcels 10 and FF, bounded by Marquesas Way and Via Marina. This matter was previously presented to your Board in August and October 2004 (DCB #04-014) simultaneously with the adjacent project – Woodfin Suite Hotel and Vacation Ownership (Parcel 9U, DCB #04-015). Your Board considered both projects at that time and granted conceptual approval for the Parcels 10/FF project (see Appendix A) that sought to reduce or eliminate potential wetland impacts thought to exist on the adjacent parcel. Since October 2004, the Applicant has worked with the adjoining lessee to resolve concerns expressed at that time.

Brief Description of Proposed Project

The proposed Neptune Marina apartment community will be located on Parcels 10 (7.32 acres) and Parcel FF (2.048 acres) and will include 526 apartment dwelling units, recreation amenities for the residents, public access improvements, a new marina and related boater facilities. The full project occupies a total of 9.368 acres. In addition to updated apartment construction, the development will provide improved view corridors and public promenade opportunities. The development of Parcel FF will also be conditioned to require participation in improvements to an offsite parcel, Parcel 9U. These improvements will result in a wetlands park and a transient docking facility.

- *The Neptune Marina Apartment Community*

The project consists of four separate apartment buildings located at the intersection of Via Marina and Marquesas Way in Marina del Rey. Three apartment buildings are to be developed on Parcel 10 and one apartment building is to be developed on Parcel FF. The project consists of 526 new apartments, which is an increase of 390 units over the existing development in 34 separate buildings on Parcel 10.

- *The Neptune Marina Anchorage*

To meet current State of California Department of Boating and Waterways (DBAW) guidelines for slip widths and federal requirements for Americans With Disabilities Act (ADA) compliance through the use of an ADA gangway and ramp system, the new marina will reduce the number of slips from the current 184 to 161, and the existing 14 end-ties will be replaced with 13. A transient dock with a sewage pump-out facility will also be provided, which will also provide for a water shuttle stop. It is

anticipated the new docks will be constructed with current marina industry technology and materials with all new pre-stressed concrete guide piles and will be served with a new utility distribution system for power, water, cable TV and phone connections.

The enhanced anchorage facilities at Neptune Marina will include a separate boaters' lounge facility located in Building 3, adjoining the waterfront promenade. Adjacent to the boaters' lounge will be the dockmaster's office. Additional amenities for the boaters will include designated restrooms, showers, and lockers located in Buildings 1 and 2.

- *The Waterfront Stroll Promenade*

The 28-foot-wide Waterfront Stroll Promenade will be designed to meet all Fire Department access requirements and create a pleasing public pedestrian space with paving treatments, landscape pockets and seating areas for waterfront view opportunities.

Replacement Parking and Open Space

The Applicant's project must compensate for the loss of Parcel FF to another use. Several parcels in the Marina del Rey Local Coastal Program ("LCP") are recognized as being subject to future development. Thus, the LCP requires that, in those cases where the parcel is devoted to uses other than parking and open space, appropriate offsets be made. At the current time, the LCP requires that Parcel FF parking be replaced on a 1:2 space basis. This would be accomplished in the new parking structure proposed at Marina ("Mother's") Beach or another structure in the area. As further discussed below, an amendment to the LCP is contemplated to relax the requirement that the replacement spaces be available prior to the issuance of certificates of use and occupancy on the Parcel FF apartments in recognition of the fact that the structure at Marina Beach is a County project under separate review. Applicant would be required to deposit funds sufficient to cover the cost of the replacement spaces. The County does not believe that such a delay, if it occurs at all, is significant, in that the parking spaces at Parcel FF are rarely used.

The LCP also requires that the designated open space acreage in Parcel FF be compensated for elsewhere in Marina del Rey. In the original plan reviewed by the DCB, it was proposed that the Parcel 10/FF lessee would construct a passive park on the northerly portion of Parcel 9U, which lies adjacent to Parcel 10. At that time, the proposed hotel on Parcel 9U was contemplated on the southerly portion of Parcel 9U. However, because of development of a wetland on the southerly portion of Parcel 9U, as discussed in connection with Item 5A on your Board's agenda, the Department requested the proposed lessee, Woodfin Suites Hotel, LLC (Woodfin) to study the possibility of alternate hotel development plans that relocated the park from its previous location north of the hotel site to the south of the hotel site in order to preserve the wetland area and create an environmental amenity on this side of the marina. The new hotel site plan being considered in Item 5A now preserves the southerly portion of Parcel 9U for development of the wetland park. The Department continues to work with Coastal Commission staff to better define the amenities of the park.

The Department heard from the Department's Coastal Commission consultant, Andi Culbertson of Culbertson, Adams & Associates, at its May meeting regarding the proposed wetland park and associated wetland restoration plan. The biologist at the environmental consulting firm of Glenn Lukos Associates ("GLA"), which prepared the wetland restoration plan, will make a presentation at your Board's June 29 meeting.

The question of how to both compensate for the loss of Parcel FF in terms of open space and deliver the public amenity of the wetland park at no cost to the public offered a unique planning opportunity. Under recognized park planning principles, improvement costs can be equated to land in the following way. The Subdivision Map Act requires new development to foster the creation of new local parks. The requirement may be met by the contribution of land, the contribution of land and improvements, or payment of an in lieu fee. In this case, the County proposes to compensate for the loss of Parcel FF by a combination of land and improvements, which exceeds the equivalent of 2.048 (2.05) acres. The calculation is described below, and in the following paragraphs.

The amount of the credit is equal to the amount of the land plus the value of the park/recreation improvements. The cost of restoring the wetlands and making other improvements to the wetland park is estimated to be \$600,000, possibly including grading and other costs (although this will not be known until engineering plans are complete). As Legacy is paying for only one-half of the improvements (Woodfin is paying the other half) the value of the current Legacy contribution on this item is \$300,000. The \$300,000 is then added to the value of the 580 lineal feet of proposed new dock space proposed for transient use waterside of Parcel 9U (\$603,000), yielding \$903,000. Next, this figure is divided by the value of an acre of parkland in the area in which the project is located, which at this time is \$335,000.¹ Therefore, the improvement cost alone represents approximately 2.70 acres of credit (i.e., $\$903,000/\$335,000 = 2.70$ acres of credit), larger than Parcel FF. Added to that is the actual land of the wetland park outside the view corridor, for a total of 3.16 acres. No water area (for the transient docks) is used in the calculation, although the cost of constructing the docks is included due to the high value of the transient docks as a maritime dimension to the park, as well as the clear priority in the LCP to create additional boat slips. This responds to the Board's concern in 2004 to avoid counting water area as an equivalent to acreage.²

The LCP in no way prohibits counting parkland beneath the view corridor within the wetland park toward the compensation for the loss of the designated Parcel FF open space. The view corridor requirements of the Marina del Rey Specific Plan only require that such corridors maintain an unobstructed view of the bulkhead edge, masts and horizon to pedestrians and passing motorists. Thus, it is the air space above the land that falls within the view corridor and not the land itself. This explains why parking lots are expressly allowed beneath such corridors, provided that the required views are maintained. If a project can satisfy parking requirements beneath a view corridor, it is clear that replacement open space requirements can also be met.

The Marina del Rey Specific Plan requires that new residential development provide compensatory recreational facilities to offset use of existing Marina park and recreational facilities. Not surprisingly, the Specific Plan expressly provides mitigation credit for public parkland. It also provides credit for those portions of public view corridors not designated for public access. Thus, the Specific Plan expressly allows view corridors to satisfy more than one regulatory requirement.

In addition, it is common under the California Environmental Quality Act (CEQA) for a single mitigation measure to address more than one impact. For example, a traffic demand management plan can reduce

¹ Obtained from Los Angeles County Department of Parks and Recreation for the West Los Angeles Parks Planning Area.

² Applicant proposes to provide facilities for more than 560 linear feet of tie-up space for varying sizes of transient vessels, 50-foot long to dinghies, located immediately adjacent to the parcel in Basin B.

vehicle trips, parking demand, mobile emissions and mobile noise impacts. Similarly, the wetland park and view corridor above it can address potential project impacts with respect to wetlands, open space, public recreation, and compatibility with land use plans.

Finally, the proposed plan provides sufficient compensation for the loss of designated open space on Parcel FF even without including the parkland beneath the view corridor. The total park area is 1.53 acres, and the area outside the view corridor is 0.46 acres. Even conservatively assuming that only the parkland outside the view corridor can be used as a credit, the total amount of credit for land and improvements is 3.16 acres (0.46 acres of land + 2.70 acres of improvements = 3.16 acres). This amount will more than offset the loss of 2.05 acres of space designated as open space on Parcel FF. The Board of Supervisors and Coastal Commission will ultimately determine what, if any, land is counted outside the view corridor.

The County believes the synergy built between the Legacy transaction and the wetland park/transient docks allows a critical addition to the Marina that was never actually expected – and at no expense to the public. In an era where many demands are placed on public funds, the County believes use of this well-recognized strategy for local parks is both responsible and appropriate.

The proposed redevelopment of Neptune Marina will create a vibrant, iconic addition to the existing Marina del Rey community. This apartment community and anchorage will enhance the image of housing in the area by embracing Marina del Rey in a way that will reinforce the enjoyable lifestyle and appeal of waterfront living in the Marina.

Development Rights and Regulations

The LCP contains provisions contemplating the conversion of Parcel FF from parking to public park use. As part of the zoning application for this project, Applicant will seek County and Coastal Commission approval of an LCP amendment to authorize the conversion of Parcel FF from “Open Space” to a residential land use designation. Applicant, together with Woodfin, will jointly fund and develop a public wetland park and public waterside improvements on Parcel 9U; such public park and waterside improvements at Parcel 9U are sought by Applicant as compensatory mitigation for the conversion of Parcel FF from Open Space to a residential designation per the LCP.

To accommodate the proposed project redevelopment, LCP Amendments (“LCPA”) are required to the Land Use Map of the Marina del Rey Specific Plan and the Land Use Policy Map of the Marina del Rey Land Use Plan (“LUP”), and related text, to do the following:

- Change the land use designation per the LUP and Specific Plan on County Parcel FF from “Open Space” to “Residential V” (non-mole portion) and “Residential III” (mole portion) and change the Height Category on County Parcel FF from “Height Category 1” to “Height Category 3.” These changes will facilitate the conversion of the existing underutilized parking lot for residential use as expressly contemplated in Section A.2 of the LUP;
- Change the land use designation on the southerly-most portion of County Parcel 9U from “Hotel-Waterfront Overlay” to “Open Space” to accommodate the “wetland park”. This change will achieve consistency between the proposed use of that portion of the parcel as a wetland park following restoration of the existing degraded wetland; and

- As mentioned earlier, allow Applicant to defer construction of the 103 “replacement” parking spaces required (see LUP “Recreational & Visitor-Serving Facilities Policy No. 12”, LUP pg. 2-8) as a condition of the proposed development of Parcel FF with residential use until such time as construction of such replacement parking spaces can be provided for at an alternate location in the Marina, thereby allowing Applicant to occupy the Parcel FF apartment building prior to construction of replacement parking spaces. Applicant will deposit funds sufficient to construct the replacement parking with the County prior to issuance of a building permit. An LCPA is necessary to vary from the requirements of Specific Plan Sections 22.46.1250.4 and 22.46.1330.4, which state: “Other existing recreation, visitor-serving and marine commercial facilities not shown on LUP Map 6 [i.e., public parking spaces at Parcel FF] may be relocated in conjunction with development *as long as the use [i.e., public parking] is replaced within the Marina before the development which displaces it [i.e., occupancy of the apartment building] may commence*” (emphasis added). As set forth in Section A.2 of the LUP, the existing parking lot is underutilized, so deferring the construction of the replacement spaces is not anticipated to result in a shortage of parking in the area.

Textual LCPAs are required to the Marina del Rey LUP and the Marina del Rey Specific Plan to:

- Transfer 275 development units from the abutting Development Zone (DZ) 2 (Tahiti DZ) and 112 development units from the proximate DZ 1 (Bora Bora DZ) into the subject DZ 3 (Marquesas DZ). This transfer of unclaimed residential unit credits from adjoining and nearby DZs is needed because the subject Marquesas DZ contains insufficient residential development unit entitlements to accommodate the project (due to development of a new residential project on the adjacent Parcel 12 at the terminus of the Marquesas Way mole road having previously utilized all but 3 residential development credits in the DZ). There is clear precedent for such inter-DZ transfers on the western side of Marina del Rey (i.e., the Goldrich & Kest LCPA approval at Marina Parcel 20, certified by the Coastal Commission, which authorized the transfer of 97 development units from the Bora Bora DZ into the Panay DZ); and
- Amend the application of development standards contained in the Marina del Rey Specific Plan (see LACC 22.46.1250 and 22.46.1330; R-III and R-V land use categories, respectively) to allow the Applicant to average or “blend” residential densities over Parcels 10R and FF without respect to the 35 dwelling units/acre and 75 dwelling units/acre density development standards prescribed for the R-III and R-V land use categories. This will provide for uniform density and building massing and height across the parcels, rather than greater residential density and resultant taller buildings, on the R-V-designated portion of the parcels.

Project Background and History

The County issued a Request for Qualifications (RFQ) in 1998 seeking proposals for a hotel and/or alternate uses at Parcels 9U and FF. This RFQ, and a related Invitation for Lease Extension Proposals, fostered several proposals from which Applicant was ultimately selected.

Applicant previously submitted a design for this project to your Board in 2004. The current proposed project design is substantially different from that presented and conceptually approved by the DCB in October 2004. The changes from Applicant’s previous submittal have been made to address the concerns raised by the Board relative to the replacement of open space and provision of public boater

access amenities. Although the enclosed exhibits convey a relatively advanced level of detail at this early stage of the regulatory process, Applicant is not seeking your Board's final approval at this time for landscaping, lighting, signage, fencing, exterior treatments, colors/materials, paving treatments, etc. Approval of those more detailed elements of the project will be sought from your Board at a future date, after Applicant has obtained the requisite land use entitlements for the project from the County of Los Angeles Department of Regional Planning (DRP) and the California Coastal Commission.

Land Use Context

The existing Neptune Marina Apartments consists of 136 "garden apartments" set among 34 separate two-story buildings across Parcel 10. Completing the subject property is County Parking Lot 12, consisting of 206 underutilized public parking spaces. Existing surrounding land uses consist of Via Marina to the west; Bar Harbor Apartments (Parcel 15) and Villa del Mar Apartments (Parcel 13) on the north; new residential construction at Espirit-I development (Parcel 12) to the east; and open water (Basin B) and vacant land (Parcel 9U) proposed for a hotel project and wetlands park to the south.

Environmental Review Process

In addition to preliminary environmental constraints analyses and investigations pertaining to wetland determinants undertaken by Applicant to address specific concerns raised by the Board, Applicant has not yet filed an application with DRP to initiate the environmental review process under CEQA for the modified project scope. Following your Board's action with respect to this application, Applicant will file the project at DRP, where a full project review, including an environmental analysis under CEQA, will be completed prior to consideration by the Regional Planning Commission. Significant issues will be fully addressed in the environmental impact report (EIR) to be prepared as a part of its application. As part of that process, the EIR will be circulated to all relevant agencies and will involve interested parties to consider public comment. Major issues to be considered in further analysis to be undertaken will include, but not be limited to the following:

- Public Access
- Viewshed/View Corridors
- Parks and Recreation
- Traffic and Circulation
- Public Parking
- Water Quality
- Light and Glare
- Wind Effects

STAFF REVIEW

Analysis of the relationship between the project and the wetland park has been previously discussed.

Development Review

- Architectural Style

The redeveloped community will have a "Nautical" character with crisp, clean lines, porthole-like windows, pipe railings and exposed vertical mast elements. The thematic character of the project will be reminiscent of the Art Deco/Streamline Moderne period, with similar treatments of key architectural elements throughout the project.

From the initiation of design, the Applicant has paid special attention to the relationship of the residential buildings to the adjacent streets, the waterfront promenade and to neighboring developments across the water. The project architecture and scale maintain compatibility and harmony between adjacent buildings and the overall thematic style of the community. The building orientations provide direct pedestrian access from Marquesas Way, as well as from a porte cochere linking directly to the Waterfront Stroll Promenade, which fronts along what will be a newly constructed Neptune Marina Anchorage. There are multiple points for unimpeded public access to the promenade and the waterfront. Along Marquesas Way, the buildings have been oriented to provide unobstructed view corridors of 38.5 feet, 44 feet, 45 feet, and 185 feet, respectively. This revised design shows an increased view corridor closest to the intersection of Marquesas and Via Marina as was previously requested by the DCB. Additionally, drive aisles into the project provide framed views between the buildings to the water. Vehicle entries for guests and the public also provide pedestrian access to the waterfront promenade. These entries are located between buildings and are treated with enhanced paving and landscaped "courts" open to the Waterfront Stroll Promenade, with views through to the anchorage beyond. These view corridors and public access points provide articulated interruptions between building facades.

The apartment buildings will consist of four floors of apartment units over two levels of parking. Seventeen different floor plans, ranging in size from a one-bedroom unit with 665 square feet to the largest unit, a town home, with three bedrooms and 1,620 square feet, are offered within the community. Each unit contains a private balcony to extend each resident's living space outdoors, as well as enriched interior spaces.

The units are arranged in fingers that surround landscaped courtyards oriented toward the waterfront at each building and are raised above the street level to maximize view potential and to ensure privacy, while keeping the parking garages above the water table.

Two parking garage levels are located below the four levels of residential units. Parking for apartment residents, their guests and the anchorage boaters is segregated among these three user types, minimizing congestion and offering security for residents within the two-level garages through the use of security gate enclosures provided at both levels. Per previous Board comments that the garage was too high, Applicant's design team has lowered the garage plinth height and, consequently, the building height by five feet, as far as is possible in consideration of water table and site constraints. The boater anchorage parking is provided at grade level within the garage at Building 3. All parking garages are screened from the street with landscaped planters and from the promenade with vine pockets.

Located within the garage space are the street-level entries into each building. Building 3 contains the Leasing Center, which is the first element visitors and prospective tenants will experience and thus sets the standard for design and materials quality found throughout the project.

The Community Amenity area, also located in Building 3, overlooks the waterfront and offers residents the special amenities and features intended to reflect the luxurious marina lifestyle available at Neptune Marina. Various activity areas, which potentially will include a media theater, residents lounge, game room with kitchen, business center, conference room, and fully equipped fitness center, will give residents the opportunity to interact in a variety of social activities.

Exterior amenities for apartment residents will include lush landscaped courtyards and the landscaped pool and deck area, as well as the promenade and nearby wetland park on the southerly portion of adjoining Parcel 9U.

- Promenade

The Waterfront Stroll Promenade will be designed using the requirements set forth in the *Draft Design Guidelines "The Marina Walk – Marina Del Rey's Waterfront Promenade"*, January 1998. Additionally, the design will incorporate suggestions from the draft *Marina del Rey Urban Design Guidelines*.

The orientation of the apartment buildings provides arrival courts decorated with paver and tile accents and landscaped walls. The resulting design allows for pedestrian-oriented public access to the waterfront promenade and for tenant access to the new boaters' facilities and the anchorage through the arrival courts. Additional public access to the promenade will also be made through the pedestrian paths on both sides of the proposed Parcel 9U public park. The promenade will integrate Neptune Marina to the east, with the adjacent Espirit-I apartment and anchorage development (Parcel 12), and to the south, with the Woodfin Suite Hotel development and wetland park (Parcel 9U).

- Landscape Character

The landscape character throughout the project is designed to provide a pedestrian scale and sense of place, as well as a unique identity for the development. The landscaping along the waterfront promenade will consist of plant materials compatible with southern California's coastal plant community. The character of the surrounding street scenes and medians will include taller palm trees to reinforce the existing street theme and provide visual continuity. Plant materials in these areas will be compatible with native wetland plants that are intended to assist in the pretreatment of storm water runoff. The street scene landscape will buffer the architectural massing. Plant materials will be layered with a hierarchy of textures and colors with an emphasis on building entries and drop-off areas. Each building features a series of courtyards to create both gathering spaces for the residents and open views to the Marina.

- Anchorage Improvements

Current State of California Department of Boating and Waterways (DBAW) guidelines for slip widths and federal requirements for Americans With Disabilities Act (ADA) compliance through the addition of an ADA-compliant gangway and ramp system, the new marina will reduce the number of slips from the current 184 to 161, and the existing 14 end-ties will be replaced with 13. A transient dock with a sewage pump-out facility will also be provided, which will also provide for a water shuttle stop. The change from 184 to 161 boat slips equates to a 12.5% reduction. In addition to the decrease in the number of slips, the total lineal footage of slip space decreases slightly from 5,494 to 5,132 lineal feet (lf). A by-product of reduced slip numbers is a minor increase in the average slip size from 29.86 lf to 31.88 lf. -In order to cater to owners of smaller boats, 86% of the proposed boat slips will be 35 feet or less. To summarize these proposed changes, Applicant has provided the following table showing the proposed changes to the anchorage configuration:

**NEPTUNE MARINA
 ANCHORAGE CONFIGURATION**

Boat Slip Sizes	Existing		Proposed		Variance
	#/Size	%	#/Size	%	
24	12	7 %	9	6 %	
26	65	35 %	3	2 %	
28	10	5 %	10	6 %	
30	50	27 %	72	45 %	
32	2	1 %	5	3 %	
34	24	13 %	40	25 %	
38	2	1 %	1	1 %	
40	18	10 %	21	13 %	
60	1	1 %	0	0 %	
Total Boat Slips	184	100%	161	100%	-12.5 %
Ave. Slip Size	29.86		31.88		6.8 %
Total LF	5494		5132		-6.6 %
Slips: 35' or less		89%		86%	

Conclusion

The Department believes Applicant has appropriately addressed the project issues relating to building height, circulation, massing, visual impact and view corridor and has been responsive to the concerns and suggestions of your Board relating to the site's proven environmental constraints and the project's design and operation.

As modified, the proposal is in conformance with the *Marina Specifications and Minimum Standards of Architectural Treatment and Construction*. The project is designed as a landmark property on the waterfront in Marina del Rey. The Department believes this project, along with the preservation of the adjacent wetland park (developed and maintained with private funds), the provision of public transient boating facilities, and the adjacent visitor-serving resort hotel, will be positive additions to the neighborhood and a unique gathering place for residents and visitors to Marina del Rey.

The Department recommends APPROVAL of DCB #04-014-B, as revised and resubmitted.

SW:JJC:s

Enclosure



"To enrich lives through effective and caring service"



Stan Wisniewski
Director

Kerry Silverstrom
Chief Deputy

June 22, 2006

TO: Marina del Rey Design Control Board
FROM: *Kerry Silverstrom for*
Stan Wisniewski, Director
SUBJECT: **AGENDA ITEM 5C – PARCELS 95/LLS – MARINA GATEWAY
DCB #02-026-B**

Item 5C on your agenda is by Gold Coast West, LLC (Applicant) seeking conceptual approval of its revised redevelopment plans for Marina Gateway Shopping Center, located along Washington Blvd., between Via Marina and Via Dolce, on the northern edge of Marina del Rey. The project location serves as the northern gateway to traffic entering and leaving Marina del Rey.

History and Brief Description of the Proposed Project

The project plan was originally considered by your Board in November 2002 and received conceptual approval at that time (DCB# 02-026). Such approval originally called for complete redevelopment of the parcel including demolition of the 21,119 sq. ft. Marina West Shopping Center and exterior improvements to the 5,713 sq. ft. Islands Restaurant. The approved project included construction of 39,613 sq. ft. of commercial/retail space, for a net increase of 18,494 sq. ft., and was to provide 234 parking spaces, with access from three driveways on Washington Boulevard and from the alley on the south side of the center.

Based upon comments made by the Department of Regional Planning (DRP) when presented with the initially-approved project, Applicant has substantially altered the project to provide 72 residential units over visitor-serving commercial uses. The Applicant is, therefore, now seeking conceptual approval for a revised redevelopment plan for Marina Gateway, including a programmatic change to a mixed-use retail/office/residential project. The proposed changes in scope are outlined below and in the accompanying summary table.

- **Building A** – This building is located at the east end of Parcel 95, near the corner of Via Marina and Washington Blvd and adjacent to Parcel LLS. The approved plan for this site formerly was a new building varying in height from 27 to 42 feet to house a relocated bank and new restaurant. The Applicant has modified the building to accommodate the relocated Islands restaurant and to provide ancillary office and retail uses within two stories and a basement.
- **Building B** – This building, located mid-block between Via Marina and Via Dolce, was initially designed as a 21 to 35 foot high retail and restaurant building. Applicant's current proposal changes the use to a four-story residential (36 units) and retail/mixed-use building, rising to over 60 feet high over a basement parking garage.

- **Building C** – This building, located at the west end of Parcel 95, initially was to remain as restaurant use, but now mirrors Building B by providing additional mixed-use residential (36 units) and retail uses.

The conversion of this project from strictly visitor-serving commercial to a mixed-use residential/retail project has resulted in a revised total adjusted project area of 231,705 square feet, which represents an increase of 192,092 square feet over the project approved in 2002, as detailed in the following summary table:

PROJECT SUMMARY

(Area in square feet)

	ORIGINAL PROJECT AREA (2002)*	PROPOSED PROJECT AREA (2006)
Bldg. A	14,903	31,885
Bldg. B	18,997	99,910 ^(a)
Bldg. C	--	99,910 ^(a)
Bldg. D	5,713	--
Park (LLS)	open space	open space
	39,613*	231,705

* DCB #02-026, approved November 2002; existing building area is 21,119 s.f.

^(a) Ground floor retail and two floors of apartments (total of 72 residential units)

- **Public Park (Parcel LLS)** – This 0.225-acre parcel would accommodate a public park, located at the southwest corner of Via Marina and Washington Blvd. Its location will complement another new park approved by your Board and developed by Applicant across Via Marina, on Parcel 97, to enhance the northern gateway to Marina del Rey. The proposed park will include a fountain/water element, a small circular amphitheater and enhanced signage/landscape/hardscape elements that provide an attractive outdoor area for gathering, entertainment, or for more passive uses. The proximity of the park to the proposed new Islands restaurant will also create synergy for a variety of public uses at the east end of the project.

Parking for the revised Marina Gateway redevelopment proposal will be provided in basement, surface and structured parking for Building A and in basement and structured parking areas within Buildings B and C. Additional rooftop parking will be available between Buildings A and B, linking them with an attractive bridge. The revised project provides a total of 337 on-site parking spaces, which appears to meet County parking requirements.

Development Rights and Regulations

The Via Marina development zone (DZ) is situated in the extreme northwest corner of the Marina and contains zoning designations and entitlements supporting expansion of visitor-serving and high-density residential properties. The LCP designates the subject Parcel 95 as visitor-serving commercial with a mixed-use overlay, which *provide[s] additional flexibility for development of creatively designed mixed-use projects on selected non-waterfront parcels*. Previous decisions by your Board have enabled the allocation of entitlements for all but 72 residential dwelling units within this DZ. As this property is off the water and carries the mixed-use (MUZ) designation, Applicant was encouraged by DRP to consider this opportunity to add residential units to the program for development.

In that Parcel LLS carries the zoning designation of *Public Facility*, the incorporation of a public park would meet the intended land use criteria and, the Department believes, would significantly add to the public's enjoyment of the overall project. In addition, complementary design elements for the park (e.g., water elements and signage) would emphasize the northern Marina gateway effect desired at this entry/exit location for the Marina.

Land Use Context

Parcel LLS is presently operated by the Department as a public parking lot with eight spaces serving the existing visitor serving uses in the vicinity of Parcel 95. These spaces will be retained and increased within the proposed project, while the parcel is otherwise enhanced to provide valuable public open space uses. Parcel 95 currently houses the Marina West Shopping Center, as indicated above.

The project is bounded on the north by Washington Blvd. in the City of Los Angeles, which forms the northern boundary of Marina del Rey. The north side of Washington Blvd. is fully developed with high-density multi-family residential, commercial and office development. On the west, the property abuts Via Dolce, which is also in the City of Los Angeles and corresponds to the western boundary of Marina del Rey. Existing high-rise office uses predominate west of Via Dolce. The project is bounded on the south by an alley and the high density residential (Residential V) Oakwood Apartments. On the east, the project fronts on Via Marina, with existing commercial and adjacent hotel (Marina Marriott) development, which forms the basis for the desired gateway effect to/from the Marina.

Environmental Review Process

Applicant has not yet filed an application with DRP to initiate the environmental review process under the California Environmental Quality Act (CEQA) for the modified project scope. Following your Board's action with respect to this application, Applicant will file the project at DRP, where a full project review, including an environmental analysis under CEQA, will be completed prior to consideration by the Regional Planning Commission. Significant issues will be fully addressed in the environmental impact report (EIR) to be prepared as a part of its application. As part of that process, the EIR will be circulated to all relevant agencies and will involve interested parties to consider public comment. Major issues to be considered in further analysis to be undertaken will include, but may not be limited to the following:

- Shade/Shadow Effects
- Traffic and Circulation
- Land Use Compatibility
- Public Access
- Light and Glare
- Water Quality

STAFF REVIEW

The revised project embodies the identical architectural character as the 2002 project, with the added residential components and enhanced visitor-serving retail and office arrangement. The Department supports this addition of on-site residential units and the necessary rearrangement of previously-approved uses.

Further building refinements to Building A provide a curved façade to enhance the building aesthetics and to open up views along Washington Blvd. Various design features of the building emphasize its importance at the confluence of two major streets and as the northern Marina gateway. Rooftop parking will be provided on a bridge over a driveway connecting Buildings A and B. Buildings B and C will be similar in design, housing ground-floor retail and small restaurant uses. A lobby entrance will be at the center of each building to provide secure access to residential units and tenant parking. All one- and two-bedroom residential units will have balconies, and the exteriors will be smooth plaster with pre-cast accent detailing.

Exterior building lighting will add a sophisticated look to the development at night. Lighting fixtures will be shielded and unobtrusive, yet provide for ample accent of building features and for safety and security. Decorative lighting elements will include softly glowing balconies and decorative wall sconces. Selected trees will have controlled up-lighting and post-mounted area lighting will accent paths and significant planter areas. Special event lighting will be provided to serve the park area during special events.

The gateway park on Parcel LLS will complement the park area to be provided on Parcel 95, across Via Marina, to enhance the Marina gateway feel. The park will include a fountain, amphitheater seating, a circular stage to accommodate small performances, and hardscape and landscape improvements to enhance this urban park experience. This larger of the two public park areas at the Marina gateway would be further enhanced by the incorporation of significant public art, which requires further consideration by Applicant.

As submitted, the project is in conformance with the *Marina's Specifications and Minimum Standards of Architectural Treatment and Construction*.

The Department recommends conceptual approval of the revised redevelopment DCB #02-029-B with the following conditions:

- 1) For post-entitlement DCB review, Applicant will provide full project design details for the buildings, promenade, landscaping, signage, lighting, and the provision of public art; and**

Design Control Board
June 22, 2006
Item 5C
Page 5

- 2) Any subsequent significant use changes shall require further DCB review and approval before continuing through the entitlement process.**

SW:JJC:s



"To enrich lives through effective and caring service"



June 22, 2006

Stan Wisniewski
Director

TO: Design Control Board
FROM: *Kerry Silverstrom for*
Stan Wisniewski, Director

Kerry Silverstrom
Chief Deputy

**SUBJECT: AGENDA ITEM 6A – PARCEL 50 – WATERSIDE MARINA SHOPPING CENTER
DCB #06-012**

Item 6A on your agenda is a submittal by Caruso Affiliated ("Applicant") seeking additional tenant identification signage (except for Ralphs) along the existing Lincoln Blvd. and Admiralty Way frontages at Waterside Marina Shopping Center. A total of 33 channel-type wall business signs are being proposed. No blade-type signage is proposed.

Project Description

The proposed identification signs are designed to inform visitors traveling along Lincoln Blvd. and Admiralty Way of available shopping opportunities within the newly renovated shopping center. The signs are proposed on the rear of the respective buildings housing the businesses, away from the public entrances, but corresponding to the location of each tenant within the building. A detail of each proposed sign is included in the submittal.

Project Background

Applicant has previously been before your Board for site renovation (DCB #04-007 and #04-007-B), lighting and landscaping (DCB #04-007-C), a signage program (DCB #04-007-D), temporary construction banners (DCB #05-001, #05-001-B, #05-001-C), and permanent tenant identification signage (DCB #05-021, #05-022, #05-026, #05-027, and #06-003). The Department has encouraged the Applicant to consider modest tenant identity signage on all sides of the shopping center in place of the previously proposed wall graphics (DCB #04-007-D), which were not allowable under County Code and also considered inappropriate. Applicant has returned with the subject compromise proposal to identify shopping opportunities within the center along the major adjacent transportation corridors.

Project Entitlements

Section 22.52.880 of the Los Angeles County Code governs the application of wall business signage within commercial zones in Marina del Rey (C-3). A maximum of three square feet of wall sign area for each linear foot of frontage is allowable, provided that ground-floor business establishments have entrances intended for and regularly used by the public on the side of the building considered to be building frontage. In this case, Applicant has installed approved signage along the interior of the center and is now seeking additional wall signage along façades that do not qualify as "building frontage" (except for two) to further identify shopping opportunities from major roadways. Preliminary investigation into this matter by Regional Planning indicates that a sign variance may be required to enable the installation of these additional signs.

STAFF REVIEW

The proposed signs vary in size from 6 square feet to 31 square feet. The new sign materials and colors will be consistent with those used in the existing signs approved by your Board at various times in 2005 and 2006.

Applicant proposes tenant identity signs on all sides of the shopping center, consistent with previous recommendations by the Department, to improve shopper information and to replace the originally submitted larger wall graphics on the façades. Although only two of the proposed signs affixed to the rear of the establishments, the U. S. Post Office (on Admiralty Way) and Starbucks Coffee (on Lincoln Blvd.), are in compliance with County Code (each have back entrances intended for and regularly utilized by the public) and a variance may, therefore, be required, the Department believes that placing all of the proposed signs facing major streets would attract more business and improve wayfinding by tastefully identifying available services to the public. The 1971 *Revised Permanent Sign Controls and Regulations* allow signs on street frontages of a "size and quantity compatible with the scale of the structure, as determined by the Design Control Board." The Department believes the size and placement of the proposed signage are compatible with the scale of the building façades and recommends your Board's approval of the proposed signage.

Following your Board's approval, the signage shall be subject to further review and approval by the Department of Regional Planning. With the issuance of an appropriate sign variance(s) by the Department of Regional Planning, the proposed signs would be consistent with the *Revised Permanent Sign Controls and Regulations* and the *Minimum Standards of Architectural Treatment and Construction*.

The Department recommends APPROVAL of the signage per DCB #06-012, subject to Applicant obtaining further review and approval by the Department of Regional Planning.

SW:JJC:s



To enrich lives through effective and caring service



June 22, 2006

Stan Wisniewski
Director

Kerry Gottlieb
Chief Deputy

TO: Design Control Board
FROM: *Kerry Silverstein for*
Stan Wisniewski, Director

**SUBJECT: AGENDA ITEM 6B – PARCEL 50 – WATERSIDE MARINA SHOPPING CENTER
DCB #06-013**

Item 6B on your agenda is a submittal by Caruso Affiliated ("Applicant") seeking after-the-fact approval for five existing merchandise kiosks located at Waterside Marina Shopping Center. The kiosks are located in the common area of the shopping center, in front of Top Cloud Sushi restaurant and Starbucks Coffee.

Project Description

To provide supplement retail sales in an open-air setting, Applicant has installed five merchandise kiosks surrounding the common pedestrian area on the east side interior courtyard of the shopping center. Each kiosk has low-voltage track lighting mounted on the inside of the upper canopy, with portable electrical connections made to surface-mounted electrical outlets. Each kiosk is individually subleased to product vendors. While the merchandise sold in the kiosks can be similar in type to that sold in the existing stores, no store may actually sublease a kiosk for additional sale of its products. Each kiosk stands eight feet high and has a footprint of approximately 21 square feet. A detail of the kiosks is included in the submittal.

Project Background

Applicant has previously been before your Board for site renovation (DCB #04-007 and #04-007-B), lighting and landscaping (DCB #04-007-C), a signage program (DCB #04-007-D), temporary construction banners (DCB #05-001, #05-001-B, #05-001-C), and permanent tenant identification signage (DCB #05-021, #05-022, #05-026, #05-027, and #06-003). Applicant added the kiosks when the center reopened to the public earlier this year. They have proven to be appealing and been welcomed by shoppers.

Project Entitlements

The Department of Regional Planning has confirmed it does not regulate retail space of this nature, although the kiosks are consistent with the approved visitor-serving commercial activities at the center. Therefore, your Board has the authority to approve the location and scale of this supplemental retail component of the center. The kiosks are typically operated Monday through Thursday from 10:00 a.m. to 7:00 p.m., Friday and Saturday from 10:00 a.m. to 8:00 p.m., and Sunday from 11:00 a.m. to 6:00 p.m., although actual operating hours may vary.

STAFF REVIEW

The kiosks are tastefully designed and manufactured of high quality materials, utilizing colors that are compatible with the rest of the shopping center. They are consistent with the overall renovation strategy of the center and provide a lively, high-quality shopping environment appropriate for the "visitor-serving commercial" designation of the center. The kiosks are clustered in the common area to provide a convenient shopping experience for the customer, without conflicting with the main paths of pedestrian travel or the main public gathering space.

On its preliminary review, the Department of Regional Planning has confirmed it does not regulate retail space of this nature and would defer to the Department for acceptance of the kiosks and to your Board for approval. As the kiosks are not overly intrusive, the Department supports the size and location of the kiosks consistent with the strategic purpose for the center to enhance the public shopping experience.

The Department recommends APPROVAL of DCB #06-013 as submitted.

SW:JJC:s



"To enrich lives through effective and caring service"



Stan Wisniewski
Director

Kerry Silverstrom
Chief Deputy

June 22, 2006

TO: Design Control Board
FROM: *Kerry Silverstrom for*
Stan Wisniewski, Director

SUBJECT: AGENDA ITEM 7A - TEMPORARY PERMITS ISSUED BY DEPARTMENT

Item 7A on your agenda provides a recap of permits for all temporary banners, signs and tents issued by the Department since your May 18, 2006 Design Control Board meeting. Three temporary permits have been issued as follows:

- TP #06-007 –** Temporary permit for 11 signs in various locations throughout the northeast Marina for the 2006 Marina del Rey Boat Show. The signage was permitted from May 12, 2006 through May 21, 2006.
- TP #06-008 –** Temporary permit for three banners at Marina Beach for a Marina del Rey Outrigger Canoe Club paddle event. The banners were permitted on June 3, 2006 only.
- TP #06-009 –** Temporary permit for one banner at Marina Beach for a Kayaks For Kids paddle event. The banner is permitted on June 4 and 9, 2006, July 2 and 9, 2006, and August 6 and 13, 2006 only.

Additional information is provided in the attachments.

SW:PW:CS
Attachments (3)



To enrich lives through effective and caring service



Stan Wisniewski
Director

Kerry Gottlieb
Chief Deputy

May 11, 2006

Mr. Duncan McIntosh
Westchester LAX
Marina del Rey COC
6151 W. Century Blvd. Ste. 514
Westchester, CA 90045

**BOAT SHOW TEMPORARY SIGNAGE
(TP 06-007)**

Dear Mr. McIntosh,

This letter, in conjunction with your permit from our Community and Marketing Services Division, Permits Section and our receipt of the appropriate letters of concurrence from affected adjacent lessees, permits you to place the following temporary signage within the Marina for the 2006 Marina del Rey Boat Show:

- One 3' x 6' white vinyl "Marina del Rey Boat Show" banner with red and blue text in the grass area at the front (east entry) of Burton Chace Park (A-1 on submitted site plan);
- One 3' x 6' white vinyl "Marina del Rey Boat Show" banner with red and blue text at the northwest corner of Admiralty Way and Mindanao Way (A-2 on submitted site plan);
- Two 2' x 3' blue vinyl "Boat Show Parking" barricade-mounted signs with white text at the entry to County Lot #5 (Parcel UR, B-1 and B-2 on submitted site plan);
- One 2' x 3' blue vinyl "Boat Show Parking" barricade-mounted sign with white text at the northwest corner of Admiralty Way and Mindanao Way (B-3 on submitted site plan);
- One 2' x 3' blue vinyl "Boat Show Parking" barricade-mounted sign with white text at the northwest corner of Admiralty Way and Fiji Way (B-4 on submitted site plan);
- One 2' x 3' blue vinyl "Boat Show Parking" barricade-mounted sign with white text at the Public Launch Ramp entrance, 13477 Fiji Way (B-5 on submitted site plan);
- Two 2' x 3' blue vinyl "Boat Show Parking" barricade-mounted signs with white text at the Admiralty Way entry to the Trizec Towers parking garage (B-6 and B-7 on submitted site plan). **These signs may be installed only after County Lots 4 and 5 have substantially filled;**
- One 2' x 3' blue vinyl "Boat Show Parking" barricade-mounted sign with white text at the entry to County Lot #4 (Parcel 49M, B-8 on submitted site plan); and
- One 2' x 3' white laminated "Pump Out Station Closed" barricade-mounted sign with black text at the pump out station located at the 4-Hour Zone of the transient docks at Burton Chace Park (C on submitted site plan).

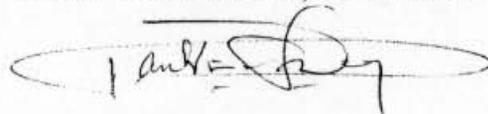
The following stipulations apply:

1. Signs A-1 and A-2 are permitted from May 12, 2006 through May 21, 2006 only;
2. Signs B-1, B-2, B-3, B-4 and B-5 are permitted from May 18, 2006 through May 21, 2006 only;
3. Signs B-6 and B-7 are permitted from May 20, 2006 through May 21, 2006 only. These signs may be installed only after County Lots 4 and 5 have substantially filled;
4. Sign C is permitted from May 12, 2006 through May 21, 2006 only;
5. There is to be no tethering or cabling of signs to poles without the express written consent of the pole owner (e.g., City of Los Angeles, Southern California Edison); and
6. All barricade signs are to be removed and stored each night.

The signage is permitted only during the dates specified above. All signage must be removed by nightfall on May 21, 2006. Failure to remove the signage by this time will result in its removal and storage by the County of Los Angeles at your expense. Should you have any further questions or requests, please contact Chris Sellers, Regional Planning Assistant, at 310-578-6448.

Very truly yours,

STAN WISNIEWSKI, DIRECTOR

A handwritten signature in black ink, appearing to read "Paul Wong", enclosed within a large, horizontal oval scribble.

Paul Wong, Division Chief
Asset Management & Planning Bureau

SW:PW:CS



To enrich lives through effective and caring service



May 24, 2006

Stan Wisniewski
Director

Kerry Gottlieb
Chief Deputy

Nancy Dopp
MdR Outrigger Canoe Club
2523 Abbot Kinney Blvd
Venice, CA 90291

**TEMPORARY BANNERS AT PARCEL HS (MARINA BEACH)
(TP 06-008)**

Dear Ms. Dopp:

By means of this letter and in conjunction with your permit from our Community and Marketing Services Division, Permits Section, you are permitted to mount three (3) 2' by 10' banners horizontally on the fronts of three of your tents at Marina Beach. The banners will be white vinyl with royal blue lettering stating, "Marina del Rey Outrigger Canoe Club" and "www.marinaoutrigger.org" in a script font.

The banners are permitted on Saturday, June 3, 2006 only, and must be removed by nightfall that day. Failure to remove the banners by this time will result in their removal and storage by the County of Los Angeles at your expense.

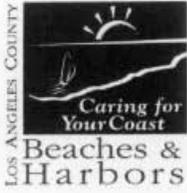
If you have any further questions or requests, please contact Chris Sellers, Regional Planning Assistant, at 310-578-6448.

Very truly yours,

STAN WISNIEWSKI, DIRECTOR

Paul Wong, Division Chief
Asset Management & Planning Bureau

SW:PW:CS



To enrich lives through effective and caring service



May 24, 2006

Stan Wisniewski
Director

Kerry Gottlieb
Chief Deputy

Mr. Frank Smith
Kayaks For Kids
7614 S. Harvard Blvd
Los Angeles, CA 90047

**TEMPORARY SIGNAGE AT PARCEL HS (MARINA BEACH)
(TP 06-009)**

Dear Mr. Smith:

By means of this letter and in conjunction with your permit from our Community and Marketing Services Division, Permits Section, you are permitted to mount one (1) 2-foot by 4-foot temporary banner horizontally from your canopy at the north end of Marina Beach, for your Kayaks For Kids event. The banner will be dark blue vinyl with yellow lettering stating, "KAYAKS FOR KIDS".

The banner is permitted only on June 4 and 9, 2006, July 2 and 9, 2006, and August 6 and 13, 2006. The banner must be removed by nightfall each day. Failure to remove the banner by this time will result in its removal and storage by the County of Los Angeles at your expense.

If you have any further questions or requests, please contact Chris Sellers, Regional Planning Assistant, at 310-578-6448.

Very truly yours,

STAN WISNIEWSKI, DIRECTOR

Paul Wong, Division Chief
Asset Management & Planning Bureau

SW:PW:CS



"To enrich lives through effective and caring service"



June 22, 2006

Stan Wisniewski
Director

Kerry Silverstrom
Chief Deputy

TO: Design Control Board
FROM: *Kerry Silverstrom for*
Stan Wisniewski, Director

SUBJECT: **AGENDA ITEM 7B - ONGOING ACTIVITIES REPORT**

BOARD OF SUPERVISORS ACTIONS ON ITEMS RELATING TO MARINA DEL REY

At its June 20, 2006 meeting, the Board of Supervisors approved and authorized the Director to execute a one-year agreement, with a one-year option, with Playa Vista for operation of the Marina del Rey Summer Shuttle Pilot Service Project commencing July 1, 2006 using funds available in the Fourth Supervisorial District's allocation of Proposition A Local Return Transit Program funds.

At its May 30, 2006 meeting, the Board of Supervisors approved and instructed the Mayor to sign:

- Option granting to Marina del Rey Investors, a California limited partnership, upon fulfillment of stated conditions, the right to extend the term of its existing ground lease on Parcel 27R (Jamaica Bay Inn) by 39 years in exchange for the complete renovation of the existing 42-room hotel and the addition of 69 new rooms, a business center, and meeting rooms, among other additions. The Board also approved and instructed the Mayor to sign the amended and restated lease at such time as the Director can confirm the lessee has fulfilled the option conditions.
- One-year contract, with two possible two-year option periods, with Pacific Adventure Cruises, Inc., at an annual cost not to exceed \$261,000, to provide residents and visitors with water bus service between six points in Marina del Rey, effective June 30, 2006 through September 4, 2006 during the initial term. The Board also authorized the Director to increase the contract by a sum not to exceed 30% during the term of the contract in the event the service area/hours increase.
- Amendment to option agreement and joint escrow instructions for Lease Nos. 6734 and 11140, extending the time within which the County must close each option to allow for the lessee's replacement of the docks and other waterside improvements on Parcel 44 prior to the purchase of Parcel 77W and a portion of

Parcel 44U by the County, upon payment of the stated option prices, which will include the dock replacement cost for the portion of Parcel 44 to be acquired.

At its May 23, 2006 meeting, the Board approved an amended lease with the Parcel 140 (Admiralty Apartments) lessee extending the term of the existing ground lease by 39 years through September 30, 2061, in exchange for the demolition of the existing improvements, construction of a new four-story 172-unit apartment building, and renovations in 2016, 2031 and 2046 to physically reposition the project to then current market requirements.

SMALL CRAFT HARBOR COMMISSION MINUTES

There are no minutes for review, as the June 14, 2006 minutes have not been finalized.

MARINA DEL REY URBAN DESIGN GUIDELINES UPDATE

This matter is pending a meeting with Chair Cloke to discuss project scope.

REDEVELOPMENT PROJECT STATUS REPORT

The Status Report is currently being revised to conform with Board direction and will be available during the first part of the week of June 26 in advance of the Board's meeting. Upon completion, it will be available for review on the Department's web site (<http://beaches.co.la.ca.us/bandh/main.htm>) and at the Lloyd Taber-Marina del Rey Public Library.

MARINA DEL REY AND BEACH SPECIAL EVENTS

MARINA DEL REY

MARINA DEL REY FOURTH OF JULY FIREWORKS

The traditional fireworks extravaganza over the main channel in Marina del Rey will be presented on Tuesday evening, July 4, starting promptly at 9:00 p.m. This event is sponsored by the Los Angeles County Department of Beaches and Harbors. The fireworks are choreographed to patriotic music, which will be broadcast by radio station KXLU 88.9 FM in sync with the pyrotechnic display. The music will be relayed over loudspeakers in Burton Chace Park. Parking is available in County lot 4 on Mindanao Way and County lot 5 on Bali Way for a reasonable fee. Fireworks may also be viewed at Fisherman's Village and throughout Marina del Rey.

For more information call: Marina del Rey Visitor Center at (310) 305-9545.

THE MARINA DEL REY SUMMER CONCERT SERIES 2006

Presented by Arrowhead Mountain Spring Water
July 13 through September 2 from 7:00 p.m. – 9:00 p.m.
Waterside at Burton Chace Park
13650 Mindanao Way

The opening program of the sixth season of Marina del Rey Summer Concerts with the Marina del Rey Summer Symphony, conducted by Maestro Frank Fetta, will take place Thursday, July 13, at 7:00 p.m. The traditional presentation of the colors and water display will precede organ soloist Samuel Soria, performing music by Joseph Jongen and Camille Saint-Saëns.

The first Saturday pop concert is scheduled for July 22 and will feature Davis Gaines, Phantom of the Opera star.

Parking is available in County Lot 4 on Mindanao Way and County Lot 5 on Bali Way for a reasonable fee.

For more information call: Marina del Rey Visitor Center at (310) 305-9545.

FISHERMAN'S VILLAGE WEEKEND CONCERT SERIES

Sponsored by Pacific Ocean Management, LLC
All concerts from 2:00 p.m. - 5:00 p.m.

Saturday, June 24

Franki Love, performing mellow piano tunes

Sunday, June 25

2Azz1 & The Body and Soul Band, playing Smooth Jazz and R&B

For more information call: Dee Lavell Gilbert at (310) 822-6866.

BEACH EVENTS

There are no beach events to report.